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America  
Via Seattle  
Northern Pacific  
Railway



A.B. Smith  
Passenger Traffic Manager  
St. Paul, U.S.A.





# Through America



**T**RAVELERS from the Orient to the United States of America are invited to go through the Seattle Gateway and then on Northern Pacific Railway trains through "2,000 Miles of Startling Beauty"—by way of Yellowstone Park, to Minneapolis-St. Paul, Chicago and the heart of the republic. It is a trip of scenic glory and historical interest.

The Northern Pacific Railway fulfills the earliest conception of the transcontinental railway in the United States; a vision of American pioneers who dreamed of a line to reach from the head of the Great Lakes to Puget Sound and the Columbia River country. Its construction culminates the vague transportation ambitions of the romantic explorers of the sixteenth century, who sought to discover a mythical "Straits of Anian," or a "Northwest Passage," which was supposed, in the early days of international exploration, to connect the Atlantic and Pacific oceans with a short route for transport.

The Northern Pacific Railway provided the final link of transportation through "The Northwest Passage," uniting Europe, America and the Orient with a safe, rapid and efficient system of water and rail transport.

In the early quest for "The Northwest Passage," the sea voyages of Balboa, De Fuca, Drake, Bering, Heceta, Cook, Vancouver, Kendrick and Gray are historically interesting. Then came the across-continent exploration of Lewis and Clark, commissioned to report to their countrymen of the United States information about the vast area, almost half of Western United States, which had been purchased in 1803 from France by President Thomas Jefferson for a paltry \$15,000,000. This is known as the Louisiana Purchase. Out of Lewis and Clark's expedition in 1804-1806 came the definite suggestion for a railway line. In 1864, Abraham Lincoln, then president of the United States, signed the

charter of the Northern Pacific Railway. The Northern Pacific Railway follows, through much of the far Western country, the trails of Lewis and Clark.

When the construction of the Northern Pacific, from the Great Lakes to the Pacific Ocean, began in 1870, there were no civilized settlements of any size between Duluth and Seattle, except a few crude mining camps in the gold regions of Montana. With the building of the railroad through the vast plains and valleys and over the many ranges of mountains, farms developed rapidly, cities sprang up along the tracks, ranching and mining areas were opened up.

To-day, the Northern Pacific operates trains on 7,448 miles of rails, from its far Western terminals of Seattle, Tacoma and Portland, through the Cascade, Bitter Root, Big Belt, Rocky and other huge mountain ranges of North America. It crosses the historic plains and picturesque farming, ranching and fruit-growing country of the Pacific Northwest to the 10,000 Lakes region of Minnesota, to Duluth and Superior, at the head of navigation on the Great Lakes, and to Minneapolis and St. Paul, head of navigation on the Mississippi River. From these modern cities, through service and convenient connecting trains or steamers carry travelers to Chicago, Milwaukee, Detroit, Buffalo, Niagara Falls, Cleveland, Pittsburgh, Philadelphia, Washington, Boston, New York and other cities of Eastern and Southeastern United States.

Through passenger service, twice daily, without change of cars, is offered the transcontinental traveler from Seattle, Tacoma and Portland, on the Pacific coast, to Chicago by the Northern Pacific, with convenient morning and evening departures. These trains operate direct via Minneapolis and St. Paul. Other through trains leave the Pacific coast daily for Kansas City, Denver, Omaha, St. Louis and other cities of Central United States.







**N**ORTHERN PACIFIC trains are models of mechanical perfection and travel refinement. Powerful locomotives of the most advanced type, steel cars with luxurious seats, restful beds, smoking compartments, observation and lounging facilities, electric lights, comfortable reading accommodations for ladies and gentlemen, barber, bath, buffet, valet and dining car service are all found in their highest refinements on the Northern Pacific. Every convenience is provided for the comfort of travelers.

The Northern Pacific co-operates with the Spokane, Portland & Seattle and the Chicago, Burlington & Quincy railroads to provide an unexcelled service, an attractive choice of routes and direct transportation to travel objectives in Western United States. Passengers who wish to see the celebrated beauties of the Columbia River are routed from Portland, via the Spokane, Portland & Seattle, along the Columbia River to Pasco and Spokane, where their cars are attached to Northern Pacific trains. Those desiring to travel via Denver, Kansas City or Omaha are sent direct on the Chicago, Burlington & Quincy from Billings.

Northern Pacific representatives in the principal cities of America will be glad to help visitors plan sightseeing trips, whether they be to parks and resorts of scenic interest, to great manufacturing



centers, to cities of educational or historical interest or elsewhere. For your convenience and assistance, our agents meet all incoming passenger ships.

### From Seattle Through the Northwest

**O**CEAN steamship lines approach the American gateway of Seattle, Washington, through the spectacular Strait of Juan de Fuca. Mt. Baker's snow-capped summit rises majestically from the horizon of the sea. On push the boats through the quiet waters, into Puget Sound, with Mt. Rainier (also called "Tacoma"), and the Cascade range rising to the east, and the white-topped, sharply-notched Olympic range bordering the Sound on the west.

Docking at Seattle, the ships are met by transfer taxicabs and transfer trucks, which convey travelers and



Rainier National Park



Tacoma Narrows Bridge



Tacoma Stadium



Cascade Mountains

their luggage to the numerous fine hotels of Seattle, or to the Northern Pacific Railway station nearby.

Cities of the Pacific have an alluring charm for world travelers. Seattle, known as "the new world Venice," with its beautiful lakes, boulevards and bluffs; Tacoma, with its commanding view of the Sound and its delightful residence districts; Portland, City of Roses on the scenic Columbia River Highway; Everett and Bellingham, backed up by the great forests which keep lumber mills busy; Moclips, Astoria, Seaside and the alluring coast resorts—all are worthy of the traveler's itinerary. And there is Rainier National Park, reached conveniently from Tacoma or Seattle, a mountainous playground of inspiring grandeurs. Vancouver and Victoria, in British Columbia, are attractive ports with European atmosphere.

The Pacific Northwest, including, if you please, Alaska and British Columbia, makes a strong and convincing appeal to every foreign visitor to America. It is accessible from any point in the United States or Canada.

Within Northwestern boundaries are grouped majestic mountains, lakes, rivers, cataracts, canyons, pri-



Sheep in Washington

meval forests, fjords, inviting glens, picturesque resorts without number, and modern cities with humming industries. It is a land of scenic glories. It is caressed by a genial climate.

And amid this inspiring environment, its people are building a mighty empire. They have harnessed streams for power, are wresting from the earth its hidden treasures, are cultivating vast farms and are converting some of its forests into forms of beauty and usefulness. They are building factories, schools, universities, libraries, and churches; they are providing fine hotels for the entertainment of increasing multitudes of visitors. Here indeed is the new America, the West of old romance blossoming into a country of modern cities, industry and scientific development. Travelers through the Northwest on the Northern Pacific see the United States in the building, they see how its development and growth have come, they catch a vision of what its future holds.

Here is a group of American Redmen, the Indians of the story-books, with their feathers and gay blankets, their painted faces and their tepees; there a



Portland Harbor



Salmon Fishing



Along Columbia River  
on S. P. & S. Ry.



Along the Famous Columbia River Highway





Northwestern Wheat Field

crew of mechanics building a stone cathedral, a university or a library of the arts. The contrasts of the Northwest never fail to interest and delight the traveler.

From Pacific shores, the traveler on the Northern Pacific crosses the Cascade range, its great, green, wavy undulations rising to the east of the ocean proper, cleft by the mighty gorge of the Columbia River. Here and there, thrusting heads high in the sky, are Mt. Jefferson, Mt. Hood, Mt. Adams, Mt. St. Helens, Mt. Rainier and Mt. Baker, white and gleaming, of volcanic origin, yet robed in glacial ice and snow, and forming imperishable monuments of grandeur. They are a revelation to those who have never feasted eyes on such an impressive and inspiring sight.

Visitors to America on education bent will be interested in the famous Northern Pacific Stampede Tunnel, two miles in length, which stands at 2,852 feet elevation in the Cascades. This celebrated engineering achievement is one of the triumphs of American railroad construction.

In crossing the Cascades, the traveler will note, with surprise perhaps, that there is but one trestle, our engineers having filled in huge gaps of right-of-way by hydraulic sluicing, washing down sides of mountains to build a solid roadbed.

Down from the Cascades, the train enters the Kittitas and Yakima Valleys and follows the



Beef Cattle on Montana Range

Yakima River for nearly 150 miles, from Cle Elum to Pasco. Yakima is the center of one of the richest fruit-producing regions in the world. Its annual crop is valued at \$50,000,000. Here are marvelous irrigation works, extensive orchards, efficient fruit-handling and shipping facilities. Apples are the chief product.

The Columbia River is crossed between Kennewick and Pasco, State of Washington. On to Spokane, a city of 104,000 people, and capital of the "Inland Empire," a broad area of orchards and farms. To the south of Spokane is the fertile Palouse country, where fruits and grains of wide variety and high quality are produced and sent to markets. Near Sand Point, Idaho, where lumbering is the chief industry, Lake Pend d'Oreille is reached and crossed on a great concrete trestle, a triumph of modern engineering. Pend d'Oreille is one of the deepest and most beautiful lakes in the United States.



Butte, Biggest Mining Camp on Earth



Spokane



Falls in Spokane



Apple Harvest in Yakima





Yellowstone Park, Geyser Basin © Curtis

From Hope, on past Missoula, Montana, the rails follow quite closely the Clark Fork River, winding its way between craggy mountain ranges, with peaks rising high above the trains. Near Dixon, Montana, the Mission Range, claimed by many travelers to be the grandest mountain range in the United States, is seen to the north, its high, sharp, colorful peaks whitened with snow and dotted by glaciers. The railway crosses the Flathead Indian Reservation, and these Indians, from time immemorial the friends of the white man,



N. P. Railroad Station, Missoula

and their picturesque tepees, can be seen as the train flies along. From Dixon and Missoula, a branch line extends to Polson and Flathead Lake, from where boats may be taken to Kalispell, Montana, Western Gateway to Glacier Park.

Missoula, a university center; Helena, the capital; Butte, "the greatest mining camp on earth"; Boze-

man, county seat of the agriculturally rich Gallatin Valley; Livingston, gate city to Yellowstone Park and Gardiner Gateway are interesting places in the itinerary of the transcontinental traveler. At Gardiner, the Yellowstone Park tour commences.

## Yellowstone National Park

**A**MERICA, the wonderful, reaches its supreme wonders in Yellowstone National Park. The Northern Pacific Railway is "The Yellowstone Park Line." Tourists in large numbers from many countries use the Northern Pacific when crossing America because it goes to Yellowstone Park and because this railroad gives to visitors from other lands a most attentive, courteous and complete service.

Yellowstone Park is the pre-eminent, sightseeing trip of the world. A visit to the United States is incomplete without the government-planned, low-cost Yellowstone Park tour. It is an amazing region where Nature has assembled her loveliest colors and her most startling phenomena—innumerable geysers of indescribable charm and power, rainbow-hued terraces, mountains, pools and lakes, petrified forests, volcanic



Manning Electric City near Helena

Gardiner Gateway

© Haynes S. Paul





Old Faithful Inn, Yellowstone Park

© Haynes, St. Paul

caverns, mighty waterfalls, gorgeous canyons and great primeval forests.

Here, too, is the nation's most famous wild animal refuge, where bears, deer, elk, moose, Rocky Mountain sheep, antelope, buffalo and wild fowl of many kinds live in their native haunts, rejoicing in their freedom and in their friendly relations with man.

Here is the internationally famous Grand Canyon of the Yellowstone River, whose vivid colors and amazing formations delight hundreds of thousands of tourists.

In Yellowstone Park are more than 150 miles of good motor roads. Hotels of brilliant architecture and cuisine invite the traveler, or one may stop in the modern camps, whose comforts and entertainments are celebrated. Booklets about Yellowstone Park may be secured without charge from any Northern Pacific representative or office.

## Mountains—Stupendous Panoramas!

**T**HE Rocky Mountains, famed the world over for their splendors and wildness are crossed three times by our trains. After leaving Livingston, Montana, the traveler sees the mountains fade into the West, and he enters the spectacular cattle ranges of the Yellowstone River Valley. Along the historic Yellowstone, the theater of many Indian wars, the train travels for nearly 350 miles.

Not far from Billings is the Custer Battlefield, where General Custer's command was wiped out by the savage Sioux. On these plains, the buffalo once roamed by the thousand.

Billings, an important commercial and industrial metrop-



A Yellowstone Bear  
© Haynes, St. Paul



Great Fall,  
Yellowstone River  
© Haynes, St. Paul



Yellowstone Lake  
© Curtis



Yellowstone Camps Are World Famous



Grand Canyon, Yellowstone Park  
© Haynes, St. Paul





Emigrant Peak on Northern Pacific Ry.  
© Haynes, St. Paul.

olis; Miles City, mecca of Western stockmen; and Glendive, a busy railroad town, are visited in eastern Montana.

On entering North Dakota, the panorama of the Dakota Badlands, or Pyramid Park, presents an impressive picture. Multitudes of spires, bluffs, hills, buttes and castled cliffs rise from the plains, garbed in striking colors of the rainbow that glow here and there like fiery beacons. Reds and pinks are the predominant colors, but coal blacks, grays and drabs are blended with them, causing fantastic effects with startling forms. These hills, washed by the eternal rains, have been eroded into most perfect cones, pyramids, squares and twisting ravines, gouged out by the torrential cloudbursts, which utilize their spasmodic energies in developing the terrestrial characteristics of the region.

The great lignite coal beds, which underlie a tremendous area, have burned out—or in places may be still burning—and these particolored hills and pinnacles are the residuum—here a virtual ash, there a slag. These buttes and gulches are covered with a most succulent grass that furnishes feed for thousands of cattle, and the gulches provide them with shelter from the winds. In the valley of the Little Missouri River, seen and crossed at Medora, Theodore Roosevelt, in his younger days, once lived and ranched and hunted for several years.

From Pyramid Park, the route goes on to a wide-spreading grazing and agricultural country, through Dickinson to Mandan and across the Missouri River on



Capitol, Bismarck, Fargo

a fine steel bridge standing 50 feet above the high-water mark, to Bismarck, the capital of North Dakota.

Lewis and Clark, the celebrated explorers, in 1804-5, wintered among the Mandan and Hidatsa Indians, about 50 miles north of Bismarck, and hunted along the Missouri. In years gone by the Missouri River was the main thoroughfare between the East and far Northwest, and steamboating was an important and hazardous business. Low water and snags and shoals in the stream made navigation difficult at times, and Indians along the river banks made it dangerous. A few steamboats

still are in operation. Ruins of many old earthen Indian villages are to be found along the river near Mandan and Bismarck, but the wild life and savageries of these former copperhued nomads of the plains have vanished.



Unique Formations in Bad Lands

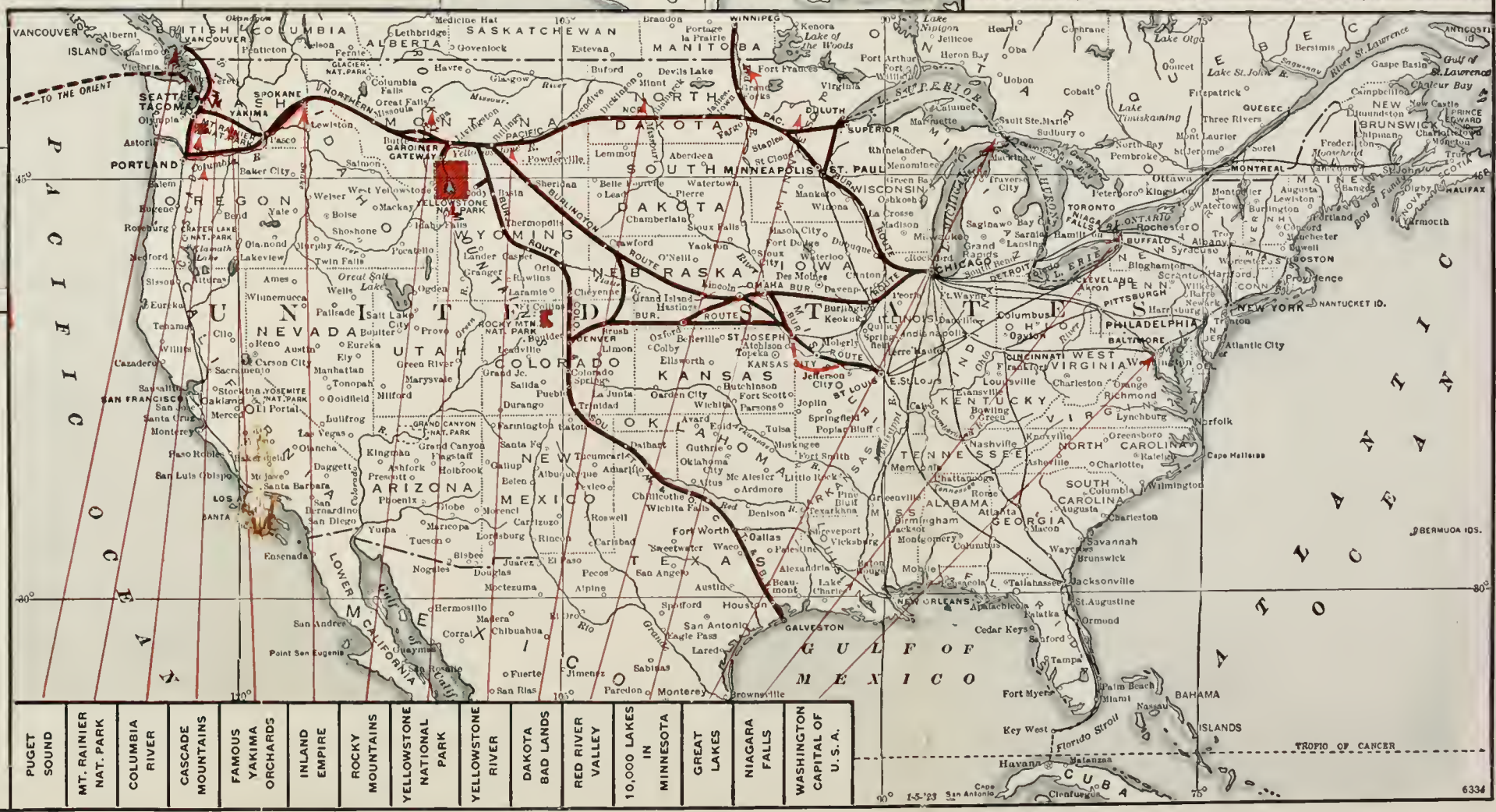
© Haynes, St. Paul



North Dakota is a State of Farms

Sugar Refinery, Bismarck













Leaving Bismarck the train speeds out of the Missouri Valley across plateau country, to Jamestown in the James River Valley, and then across the wide, level Red River Valley to Fargo. Between Jamestown and St. Paul, the railway is almost entirely double-tracked. Fargo is one of the most prosperous cities in the Northwest.

The great Red River Valley, from 25 to 70 miles wide and more than 300 miles long, was once the bed of a vast post-glacial lake, 700 miles in length. The Red River flows north into Lake Winnipeg in Canada. The whole valley appears as one vast grain field as far as the eye can range—in the early Summer a sea of waving green, in later Summer an ocean of mottled gold, in harvest time an army of men, horses and harvesting machines extending to the horizon. The valley is about half in Minnesota and half in North Dakota, the Red River being the dividing line between the states. There are now raised, yearly, not only tremendous crops of wheat, but also much flax, corn and other cereals, also much highly-bred live stock. Jamestown and Fargo, other large Dakota cities, are supported by fast-developing agricultural regions. Cultivated farms line the tracks for miles.

East of the Red River Valley, the Northern Pacific enters the Lake Park Region of Minnesota, whose 10,000 lakes are renowned the world over. This region has been known and sung as a most beautiful lakeland for two centuries. The earliest explorers spoke of its untold charms, its lakes and woods. Not far north of Detroit, Minnesota, and south from Bemidji, two

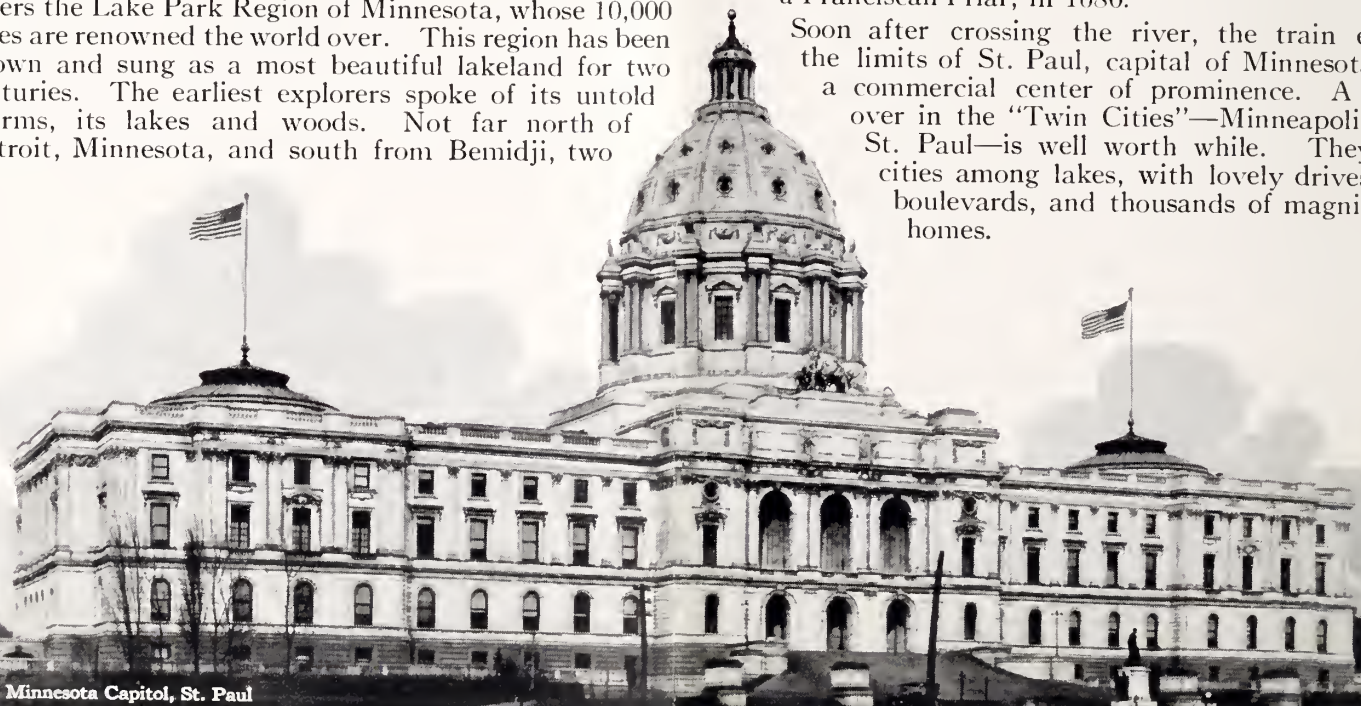


summer resorts, the Mississippi River has its source in Lake Itasca. Minnesota is celebrated, too, for its great forests, and its advancements in agriculture.

### Mississippi River—Great Lakes

**T**HE train carries on through the wooded hills and past the clear lakes to the developed farm and dairy neighborhoods of Minnesota. In Minneapolis are the world's largest flour mills. While traversing the stone arch viaduct, near the mills, the Falls of St. Anthony may be seen. These were discovered by Father Hennepin, a Franciscan Friar, in 1680.

Soon after crossing the river, the train enters the limits of St. Paul, capital of Minnesota and a commercial center of prominence. A stop-over in the "Twin Cities"—Minneapolis and St. Paul—is well worth while. They are cities among lakes, with lovely drives and boulevards, and thousands of magnificent homes.







In Minneapolis, with its campus bordering on the scenic Mississippi, is the University of Minnesota, one of the largest in America, with an enrollment of 11,374 students. Visitors are cordially welcomed.

St. Paul is proud of its great capitol, its cathedral—both masterpieces of building art—and its huge railroad offices—the executive home of the Northern Pacific Railway.

A great municipal organ, in the St. Paul Auditorium, gives free public concerts almost daily, which travelers greatly appreciate.

From St. Paul the traveler goes down the Mississippi River for more than a hundred miles, following the picturesque bluffs and beautiful valleys of America's greatest waterway, using from here to Chicago the C. B. & Q. railroad—the Burlington Route—an affiliated company. From the Northern Pacific's North Coast Limited there is no change of cars or trains at St. Paul—the Limited goes on to Chicago. Atlantic Express passengers step from their cars directly into the waiting C. B. & Q. train—in the same depot and with no confusing transfers. The 430 mile ride between St. Paul and Chicago is a delightful experience. It is a landscape "Where Nature Smiles 300 Miles," and where the interest of the enjoyable trip through Washington, Idaho, Montana, North Dakota and Minnesota is fully sustained until one reaches Chicago on the shores of Lake Michigan.

Those who go east to Chicago and beyond, via Duluth-Superior and the Great Lakes, branch off from the Minneapolis-St. Paul line at Staples, Minnesota, and reach

the head of navigation on the lakes after an enjoyable ride through the eastern portion of the beautiful Lake Park Region. At Duluth-Superior, one may take steamer—in the open-water season—to Chicago, Detroit, Cleveland, Buffalo, Niagara Falls and East; or the same trip may be made by railroad.

Duluth and Superior known as "Twin Ports," are famous not alone for their water transportation facilities and their extensive docks, but because of their background of mining activity, they are visited by thousands of tourists each year. Near these cities are vast, rich, iron mines of the world-powerful United States Steel Corporation. The mining operations are fascinating to watch, and visitors in America should not miss an opportunity of adding this educational attraction to their itineraries.

Nearly every traveler, coming to America, has, as two objectives—New York and Chicago, largest of the cities in the United States. New York has a population of 5,620,048 and Chicago 2,701,705 (U. S. 1920 Census Figures). All visitors will undoubtedly wish to see these commercial and manufacturing giants. They should also visit Detroit, the automobile manufacturing metropolis, Cleveland, Cincinnati, Buffalo, Pittsburgh, Philadelphia, Boston—great cities, and by all means, Washington, Capital of the United States.

The Atlantic seaboard is crowded with interesting and historical places to visit and things to see. Here are industrial giants, marvels of civic engineering, advanced ideas in architecture, science, arts, business, education.







## "The Monad"

**M**AN first sketched the Monad in the Orient, centuries ago. Crude designs, similar to the Northern Pacific trademark, are found in China. A Monad has been used on the Korean flag. The type of symbol is familiar in Japan.

The Northern Pacific trademark or "Monad" was formed by Nature in Yellowstone Park. Trout Creek, a clear stream flowing from the mountains, winds about to make the figure which has been adopted by this railroad as an emblem of service.

The Northern Pacific Railway's Monad serves as a fitting symbol to link one of America's great transportation systems to the people of the Far East. The Northern Pacific is advertised in the United States as "The Way to the Orient." It is an active agency in promoting closer friendships between the two continents and exerts an influence to encourage and develop travel between them. It is by seeing each other's countries and knowing them better that we may become better friends.

### *In the United States travel on the Northern Pacific Railway*

A booklet, "The Story of the Monad," will be sent free on request.

## Steamship Agencies in the Orient

**Where Information about Northern Pacific Tours May Be Secured**

**B**IG, fast, steady and splendidly furnished, the steamers which connect the Orient with America via Seattle gateway rank among the most comfortable and altogether satisfactory vessels in the Seven Seas. Partly because the route they follow is shorter than others and partly because the steamships themselves are exceptionally fast, the voyage from Yokohama to Seattle is made in 11 sailing days—from other ports in proportion.

Take it for granted, then, that your trip to and through America will be all you hope for—that the ship you choose will be thoroughly modern and that it will have everything that the inventive genius and shipbuilding experience of man has evolved—glass-enclosed promenades, decks on which the sun shines brightly, swimming tanks, open fireplaces, and staterooms which establish higher standards in the way of space, ventilation and comfort than seagoing folk are accustomed to.

Throughout the Orient are steamship agencies—Admiral Oriental Line, Nippon Yusen Kaisha, Thos. Cook & Son, American Railway Express and Blue Funnel Line—they will gladly help you.

Consult with them for more detailed information about Northern Pacific service. Ask them for rates, time-tables and booklets about Yellowstone and Rainier National Parks and other American scenic attractions. If they







cannot fully supply you write to any Northern Pacific office. (See list on last page.) Be sure to plan your trip via the Yellowstone Park Line so that you can see the Olympic, Cascade and Rocky Mountains, the Columbia, Jefferson, Missouri, Yellowstone and Mississippi rivers,



and the most developed farming, mining, fruit-growing and stock-raising regions of the great American North-west.

### **The Admiral Line**

#### **"Pacific Steamship Company"**

Hongkong, 4 Des Voeux Road; Manila, 24 Calle David.  
Shanghai, Cor. Kiangse and Nanking Roads; Kobe,  
No. 7-A Kaigan Dori  
Yokohama, A-75 Main Street; Singapore, 2 Prince Street.  
Dairen, 33 Yamagata Road; Vladivostok, 21 Aleutskaya.



Capitol, Washington



White House, Washington

### **Nippon Yusen Kaisha**

#### **"Japan Mail Steamship Company"**

Tokyo, General Office, Hongkong, 8 King's Building.  
Manila, Warner, Barnes & Co., Ltd., Shanghai, 3 No. Yangtze Road  
Nagasaki, Megasaki-cho, Kobe, Kaigan-dori.

### **Dodwell Ltd.**

#### **"Blue Funnel Line"**

Yokohama, Butterfield & Swire  
Kobe, Butterfield & Swire  
Shanghai, Butterfield & Swire  
Hongkong, Butterfield & Swire  
Singapore, W. Mansfield & Co., Ltd.  
Manila, Smith, Bell & Co., Ltd.

### **Thos. Cook & Son**

Shanghai, Russo-Asiatic Bank Bldg.,  
15th Bund  
Hongkong, Des Voeux Road  
Peking, Grand Hotel de Peking  
Tientsin, 9 Victoria Road  
Yokohama, 32 Water St.  
Singapore, 6 Battery Road

### **American Ry. Express Co.**

73 Main St., Yokohama, Japan  
31-B Akoshi Machi, Kobe, Japan  
36 Escolta, Manila, P. I.  
8 Kinkiang Road, Shanghai, China  
11 Queen's Road, Central  
Hongkong, China



Woolworth Building, New York





## Information for Travelers

**N**ORTHERN Pacific representatives will meet all incoming passenger ships. They will be glad to help you plan your tour in the United States, arrange your tickets and make sleeping car and other reservations. Our representatives will help make your American visit a pleasure right from the start.

Offices of the Northern Pacific Railway are maintained at all Pacific Ports including Portland, Seattle, Tacoma, Victoria, Vancouver, San Francisco, and Los Angeles. Passengers en route to Europe may secure advantageous fares by purchasing through tickets as provided in our Inland Proportional Rail Tariff. Any of our representatives will be glad to make arrangements for you. Steamship agents in the Orient can also make through orders on our railroad. The ticket held by Trans-Pacific passengers en route to Europe has a limit of 11 months on one way tickets, and 12 months on round trip tickets and stop-overs are allowed at any point en route. Baggage for European travelers can be bonded through the United States to Europe without any inconvenience or inspection at American Ports. Baggage may be checked to authorized stop-

over points and re-checked therefrom, without additional charge. Baggage to the amount of 350 pounds for an adult and 175 pounds for a half fare child will be carried



free for Pacific passengers.

Taxicab and baggage transfer companies meet all steamships and offer quick service at reasonable charges.

Northern Pacific service includes the availability of medical attention en route. Passengers requiring the attention of a physician may advise conductor and a telegram will be sent ahead for a physician to call upon







Steel Trains



Observation Car for Sightseers

patient on board train at the next stop. Northern Pacific surgeons are located in all prominent cities along the line.

Communication on Northern Pacific trains is constantly available through telegraph lines. The Western Union Telegraph Company accepts telegrams, cablegrams, day letters, and night letters at all telegraph offices and railway depots on the Northern Pacific. In cities where length of train stops permit, long distance telephone calls can be made from passenger depots to any part of the United States.



Cuisine, Famously Good

Northern Pacific and Burlington trains arrive at the Union Station, corner Canal and Adams Streets, Chicago, and connections are quickly made for New York, Boston, Washington, Philadelphia and other Eastern points. Passengers holding through tickets and through baggage checks reading from Chicago

over railroads not using Union Station are carried to their depot without extra charge by the

Parmelee Transfer Company. The Northern Pacific service across America is quick, efficient and direct. Oriental passengers receive every attention, are met at trains, assisted in travel details and in every possible way.

For the convenience of lady passengers traveling alone representatives of the Travelers' Aid Society are located in all principal stations to furnish information and advice as to hotels, connections, etc.

Customs—the United States exempts from duty personal effects of passengers amounting to \$100 in value for each passenger. This includes wearing apparel, and articles for the personal use of travelers.



Baltimore



Philadelphia



Independence Hall

Philadelphia



# Northern Pacific Railway

## Passenger Representatives and Offices

<b>Aberdeen, Wash.</b> H. H. Griffin.....District Freight and Passenger Agent	<b>New York City, 280 Broadway</b> Telephone Worth 4777 W. F. Mershon.....General Agent Passenger Department V. L. Be Dell.....City Passenger Agent
<b>Bellingham, Wash.</b> A. N. Bussing.....General Agent	<b>Philadelphia, Pa., 809-810 Finance Bldg.</b> 1426 So. Penn Square, Telephone Spruce 0781 P. W. Pummill.....General Agent L. Herchelroth.....Traveling Passenger Agent
<b>Billings, Mont.</b> Telephone 1346 J. E. Spurling.....District Freight and Passenger Agent Neil Baird.....Traveling Passenger Agent	<b>Pittsburgh, Pa., 518 Park Bldg.</b> Telephone Grant 306 R. J. Tozer.....General Agent Clifford T. Penn.....Traveling Passenger Agent
<b>Boston, Mass., 217 Old South Bldg.</b> Telephone Congress 5435 C. E. Foster.....General Agent Pass. Dept. Jared Jernegan.....Traveling Passenger Agent	<b>Portland, Ore., 531 Northwestern Bank Bldg.</b> Telephone Broadway 5760 A. D. Charlton.....General Passenger Agent C. F. Duffy.....Traveling Passenger Agent L. E. Beach.....City Passenger Agent
<b>Buffalo, New York, 658 Ellicott Square,</b> Telephone Seneca 6822 Wm. G. Mason.....Traveling Passenger Agent	<b>St. Louis, Mo., 411 Olive St., Room 301-303</b> Tel. Olive 2528 R. K. Cross.....General Agent C. R. Throckmorton.....Traveling Passenger Agent
<b>Butte, Mont., 704 Metals Bank and Trust Bldg.</b> Tel. 73 W. H. Merriman.....District Freight and Passenger Agent Robert D. Clark.....City Passenger Agent	<b>St. Paul, Minn., City Ticket Office</b> Railroad Bldg., 5th and Jackson Sts., Tel. Cedar 2340 M. R. Johnson.....City Passenger and Ticket Agent L. P. Gellerman.....Traveling Passenger Agent Geo. W. Moberg.....Traveling Passenger Agent
<b>Chicago, Ill., 226 W. Adams St.</b> Telephone State 6600 W. H. Ude.....Asst. General Passenger Agent Harry V. Wilmot.....District Passenger Agent John B. Hinkson.....Traveling Passenger Agent	<b>San Francisco, Cal., 633 Monadnock Bldg.,</b> Tel. Sutter 1078 H. A. Manning.....General Agent J. F. Simmons.....City Passenger Agent T. K. Stateler.....Agent Passenger Dept.
<b>Cincinnati, Ohio, 1001 Neave Bldg.</b> Telephone Main 5002 W. C. Hartnett.....General Agent A. L. Placke.....Traveling Passenger Agent	<b>Seattle, Wash., 200 L. C. Smith Bldg.</b> Tel. Elliott 5580 W. E. Coman.....Western Traffic Manager E. E. Nelson.....Asst. General Passenger Agent J. T. McKenney.....Traveling Passenger Agent
<b>Cleveland, Ohio, 708 Hippodrome Bldg.</b> Telephone Main 3992 W. H. Millard.....General Agent G. Walter Rodine.....Traveling Passenger Agent	<b>City Ticket Office, 1407 Fourth Ave.</b> Telephone Elliott 5580 E. L. Carey.....General Agent Passenger Department Orville Neer.....City Passenger Agent
<b>Dallas, Texas, 211 Southwestern Life Bldg.</b> Telephone X-5004 Charles Morg, Jr.....Southwestern Agent	<b>Spokane, Wash., 701 Sprague Ave., cor. Wall St.</b> Telephone Main 3670 F. J. Berry.....General Agent M. A. Berg.....Traveling Passenger Agent E. F. Baird.....City Passenger Agent
<b>Des Moines, Iowa, 404 Iowa National Bank Bldg.</b> Telephone Walnut 1493 Robert H. McCurdy.....Traveling Passenger Agent	<b>Tacoma, Wash., 112 South Tenth St.</b> Telephone Main 940 R. T. Bretz.....Assistant General Freight and Pass. Agent J. O. McMullen.....City Passenger and Ticket Agent
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